

Sanitized Copy Approved for Release 2009/12/15 : CIA-RDP69B00041R001900130018-6

* * * * * - 8 A S E 3 A E - *

***** - 845 ECE - *****

032	RLSG	END LAT	SEGMENT LONG	FC	TC	WIND DIR/VEL	DFT COR	TH	VAR	MH	AIR TEMP	END ALT PRSS/TRU	MACH	PC AB	KEAS	TAS	GND SPD	GND DST
033																		
034	XA01	3705.3N	12626.5W	CC	059	235/049	+00	059	-17	042	-42	348/367	0.85	60	294	503	552	300
035	XA02	3855.3N	12159.5W	CC	062	232/057	+01	063	-18	045	-51	363/381	0.85	60	271	493	549	238
036	XB01	3908.0N	12126.0W	DS	064	230/039	+01	065	-18	047	-33	200/211	0.88	-0	336	530	567	29
037	YA01	3548.9N	12550.1W	CC	075	235/048	+02	077	-17	060	-41	348/367	0.85	60	294	504	549	300
038	YA02	3646.9N	11945.2W	CC	079	229/048	+03	082	-17	065	-48	368/390	0.85	60	272	496	538	300
039	YA03	3710.4N	11625.1W	CC	082	229/047	+03	085	-16	069	-52	378/402	0.85	60	260	491	531	162
040	YB01	3714.0N	11549.0W	DS	083	242/015	+01	084	-16	068	-30	200/213	0.88	-0	333	534	548	29
041	AG01	3345.0N	13349.0W	AR	245	239/044	-01	244	-17	227	-38	300/313	0.80	-0	292	477	432	113
042																		
043	BA01	3143.6N	13854.2W	CL	245	223/024	-01	244	-16	228	-62	706/714	1.76	-0	386	995	971	284
044	BB01	2923.0N	14401.3W	CC	242	087/028	+00	242	-15	227	-56	726/735	2.90	60	385	1664	1685	300
045	BB02	2651.2N	14854.1W	CC	240	079/026	+00	240	-14	226	-54	741/749	2.90	60	372	1669	1691	300
046	BB03	2409.9N	15333.7W	CC	237	050/029	+00	237	-13	224	-55	756/765	2.90	60	358	1666	1691	300
047	BB04	2309.5N	15511.7W	CC	236	072/032	+00	236	-12	224	-55	761/770	2.90	60	350	1668	1695	108
048	BC01	2131.5N	15744.5W	DS	235	325/009	+01	236	-12	224	-71	290/306	1.81	-0	368	1000	998	172
049	BD01	2120.0N	15802.0W	CH	235	283/020	+02	237	-11	226	-35	300/317	0.88	-0	326	528	514	20
050	BE01	2050.0N	15845.0W	AR	233	283/020	+02	235	-11	224	-36	300/317	0.80	-0	293	479	465	50
051	XA01	2103.9N	15822.8W	CC	056	271/035	-02	054	-11	043	-54	369/388	0.85	60	262	489	518	25
052	XB01	2120.0N	15757.0W	DS	056	283/018	-01	055	-11	044	-32	200/212	0.88	-0	334	531	543	29
053	BF01	2106.0N	16047.0W	AR	278	283/020	+00	278	-11	267	-36	300/317	0.80	-0	293	479	457	115
054																		
055	CA01	2113.8N	16551.2W	CL	272	258/024	+00	272	-11	261	-70	706/715	1.76	-0	379	977	951	284
056	CB01	2112.2N	17112.5W	CC	270	162/028	-01	269	-10	259	-56	726/734	2.90	60	384	1662	1666	300
057	CB02	2100.5N	17633.3W	CC	268	110/025	+00	268	-10	258	-56	741/748	2.90	60	371	1663	1683	300
058	CB03	2038.8N	17807.2E	CC	266	079/027	+00	266	-09	257	-55	756/763	2.90	60	358	1666	1689	300

25 YEAR RE-REVIEW

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***** TOP SECRET *****

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***** T O P S E C R E T *****												***** T O P S E C R E T *****											
		END	SEGMENT	FC	TC	WIND	DFT	TH	VAR	MH	AIR	END	ALT	MACH	PC	KEAS	TAS	GND	GND				
		LAT	LONG			DIR/VEL	COR			TEMP	PRS/TRU	AB	PRRS/		AB		SPD	DST					
059	RLSG																						
060																							
061	CB04	2007.4N	17249.4E	CC	264	058/022	+00	264	-08	256	-53	771/779	2.90	60	347	1672	1688	300					
062	CB05	1946.3N	16957.4E	CC	263	081/024	+00	263	-07	256	-53	779/787	2.90	60	338	1674	1695	163					
063	CC01	1921.1N	16656.9E	DS	262	336/023	+01	263	-07	256	-73	290/306	1.81	-0	358	996	987	172					
064	CD01	1918.0N	16636.0E	CH	261	273/016	+00	261	-06	255	-28	300/317	0.88	-0	331	536	519	20					
065	CE01	1910.0N	16545.0E	AR	261	273/016	+00	261	-06	255	-29	300/317	0.80	-0	297	486	469	49					
066	XA01	1913.3N	16605.7E	CC	080	290/019	-01	079	-06	073	-52	387/409	0.85	60	252	491	508	20					
067	XB01	1918.0N	16636.0E	DS	081	273/016	+00	081	-06	075	-28	200/209	0.88	-0	332	536	552	29					
068	CF01	1949.0N	16348.0E	AR	289	273/016	-01	288	-06	282	-29	300/317	0.80	-0	297	486	469	117					
069																							
070	DA01	2121.5N	15813.1E	CL	286	157/012	-01	285	-04	281	-81	750/756	1.84	-0	365	991	997	327					
071	DB01	2259.0N	15114.9E	CC	284	149/015	+00	284	-02	282	-56	770/777	3.10	60	371	1777	1782	400					
072	DB02	2417.9N	14407.6E	CC	281	055/054	+01	282	-00	282	-55	787/795	3.10	60	357	1782	1816	400					
073	DB03	2516.4N	13652.5E	CC	278	083/020	+00	278	+01	279	-51	805/813	3.10	60	345	1798	1813	400					
074	DB04	2544.3N	13149.8E	CC	276	109/021	+00	276	+02	278	-50	817/825	3.10	60	333	1800	1816	275					
075	DC01	2559.0N	12746.0E	DS	274	062/014	+00	274	+02	276	-74	200/211	1.76	-0	370	966	977	220					
076	INS TURN POINT	2559.2N	12742.7E	ROLL IN		3.0 NM	PRIOR																
077	DC02	2558.8N	12739.4E	DS	262	357/003	+00	262	+02	264	-04	200/211	1.76	-0	831	1124	1123	6					
078	EA01	2512.3N	12210.9E	CC	261	112/006	+00	261	+02	263	-27	400/424	0.85	60	317	519	523	300					
079	EA02	2508.2N	12145.5E	CC	260	085/023	+00	260	+01	261	-54	402/426	0.85	60	242	489	511	23					
080	EB01	2503.0N	12114.0E	DS	260	109/015	-01	259	+01	260	-28	200/211	0.88	-0	327	536	549	29					

***** T O P S E C R E T *****

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001
002
003
004
005
006
007
008 DTG 107
009
010
011
012 RLSG DTG ACCUM DIST SEG ACCUM TIME ETA GROSS FUEL MFR SUN ZN ZN/ RB COMMENT
013 RTE-MISSION TIME ROUTE MISSION WGT REM ANG MIN
014 TA01 44 107 107 12.0 0+12.0 0+12.0 1752.0Z 97900 42.2 16.5 56 126 0.4 119 ARCP
015 TB01 4 147 147 04.8 0+16.9 0+16.9 1756.9Z 96760 41.1 15.4 57 129 0.4 120
016
017
018 TB02 69 161 161 01.7 0+18.6 0+18.6 1758.6Z 96380 40.7 15.0 57 130 0.4 346
019 TC01 10 220 220 07.5 0+26.1 0+26.1 1806.1Z 94049 38.3 12.7 59 133 0.5 348
020
021 TC02 51 232 232 01.6 0+27.7 0+27.7 1807.7Z 93580 37.9 12.2 59 133 0.5 228
022 TD01 326 283 283 07.0 0+34.7 0+34.7 1814.7Z 91680 36.0 10.3 60 134 0.5 230 END AR
023 END AIR REFUEL - ONLOAD 31320 POUNDS. 123000 67.3 51.8 MOR TO CONTINUE 15.8 LBS.
024 AA01 54 271 554 16.1 0+16.1 0+50.8 1830.8Z 103200 47.5 32.0 59 131 0.5 226 ST CC
025 AB01 10 315 598 01.6 0+17.7 0+52.4 1832.4Z 102138 46.4 30.9 59 130 0.5 227
026
027 AB02 437 336 619 00.7 0+18.4 0+53.1 1833.1Z 101600 45.9 30.4 59 130 0.5 244
028 AC01 192 581 863 08.7 0+27.2 1+01.8 1841.8Z 95957 40.3 24.7 58 124 0.4 239 ST DS
029 AD01 20 753 1036 10.4 0+37.6 1+12.3 1852.3Z 94997 39.3 23.8 59 121 0.4 238 BOTTOM OUT
030 AE01 164 773 1056 02.5 0+40.1 1+14.8 1854.8Z 94497 38.8 23.3 59 121 0.4 239 ARCP
031 AF01 113 823 1106 07.0 0+47.1 1+21.7 1901.7Z 92797 37.1 21.6 60 122 0.4 238 FUEL DECSN

***** T O P S E C R E T *****

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***** T O P S E C R E T *****												***** T O P S E C R E T *****											
		DTG	ACCUm DIST	SEG TIME	ACCUm ROUTE	TIME	ETA	GROSS WGT	FUEL REM	MFR	SUN ANG	ZN	ZN/ MIN	RB	COMMENT								
032	RLSG		RTE-MISSION																				
033																							
034	XA01	267	1123	1406	32.6	0+32.6	1+54.4	1934.4Z	84892	29.2	13.7	66	149	0.6	90	TO BEALE							
035	XA02	29	1361	1644	25.9	0+58.6	2+20.3	2000.3Z	79195	23.5	8.0	67	175	0.6	113								
036	XB01	0	1390	1673	03.1	1+01.6	2+23.4	2003.4Z	78725	23.0	7.5	66	178	0.6	114	BEALE							
037	YA01	491	1123	1406	32.8	0+32.8	1+54.5	1934.5Z	84837	29.1		67	148	0.7	73								25X1
038	YA02	191	1423	1706	33.4	1+06.2	2+28.0	2008.0Z	77508	21.8		69	186	0.6	107								
039	YA03	29	1585	1868	18.3	1+24.5	2+46.2	2026.2Z	73808	18.1		67	205	0.5	123								
040	YB01	0	1614	1897	03.2	1+27.7	2+49.4	2029.4Z	73338	17.6		66	208	0.4	125								25X1
041	AG01	1485	936	1219	15.7	1+02.8	1+37.5	1917.5Z	88297	32.6		61	123	0.5	238	END AR							
042	END AIR REFUEL	-	ONLOAD	34703 POUNDS.				123000	67.3	53.8	MOR TO CONTINUE					21.2 LBS.							
043	BA01	1201	284	1504	17.6	0+17.6	1+55.0	1935.0Z	102350	46.6	33.2	62	119	0.5	234	ST CC							
044	BB01	901	584	1804	10.7	0+28.2	2+05.7	1945.7Z	95468	39.8	26.3	61	112	0.4	230								
045	BB02	601	884	2104	10.6	0+38.9	2+16.4	1956.4Z	89049	33.3	19.9	60	106	0.3	226								
046	BB03	301	1184	2404	10.6	0+49.5	2+27.0	2007.0Z	83062	27.4	13.9	59	100	0.3	223								
047	BB04	192	1293	2512	03.8	0+53.4	2+30.8	2010.8Z	80998	25.3	11.8	58	98	0.2	222	ST DS							
048	BC01	20	1465	2684	10.4	1+03.7	2+41.2	2021.2Z	80038	24.3	10.9	59	95	0.2	220	BOTTOM OUT							
049	BD01	165	1485	2704	02.3	1+06.0	2+43.5	2023.5Z	79538	23.8	10.4	59	95	0.2	220	ARCP							
050	BE01	115	1535	2754	06.5	1+12.5	2+50.0	2030.0Z	77748	22.0	8.6	60	95	0.2	222	FUEL DECSN							
051	XA01	29	1560	2779	02.9	0+02.9	2+52.9	2032.9Z	77141	21.4	8.0	61	96	0.2	40	TO HICKAM							
052	XB01	0	1589	2808	03.2	0+06.1	2+56.1	2036.1Z	76671	21.0	7.5	62	97	0.2	41	HICKAM							
053	BF01	1840	1650	2869	15.1	1+27.6	3+05.1	2045.1Z	70618	14.9		61	96	0.2	178	END AR							
054	END AIR REFUEL	-	ONLOAD	52382 POUNDS.				123000	67.3	60.1	MOR TO CONTINUE					45.2 LBS.							
055	CA01	1556	284	3154	17.9	0+17.9	3+23.0	2103.0Z	102350	46.6	39.5	61	96	0.2	184	ST CC							
056	CB01	1256	584	3454	10.8	0+28.7	3+33.8	2113.8Z	95401	39.7	32.5	58	95	0.2	185								
057	CB02	956	884	3754	10.7	0+39.4	3+44.5	2124.5Z	88986	33.3	26.1	56	93	0.2	185								
058	CB03	656	1184	4054	10.7	0+50.1	3+55.2	2135.2Z	83003	27.3	20.1	53	92	0.1	186								

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059	RLSG	DTG	ACCU M DIST	SEG TIME	ACCU M ROUTE	TIME MISSION	ETA	GROSS WGT	FUEL REM	MFR	SUN ANG	ZN	ZN/ MIN	RB	COMMENT	060	RTE-MISSION	TIME	MISSION	ROUTE	ACCU M	TIME	ETA	GROSS WGT	FUEL REM	MFR	SUN ANG	ZN	ZN/ MIN	RB	COMMENT		
061	CB04	356	1484	4354	10.7	1+00.7	4+05.8	2145.8Z	77404	21.7	14.5	51	90	0.1	186	062	CB05	192	1648	4517	05.8	1+06.5	4+11.6	2151.6Z	74528	18.8	11.7	50	89	0.1	186	ST DS TO AR	
063	CC01	20	1820	4689	10.5	1+17.0	4+22.1	2202.1Z	73568	17.9	10.7	49	88	0.1	186	BOTTOM OUT	064	CD01	166	1840	4709	02.3	1+19.3	4+24.4	2204.4Z	73068	17.4	10.2	49	88	0.1	187	ARCP
065	CE01	117	1889	4758	06.3	1+25.6	4+30.7	2210.7Z	71278	15.6	8.4	50	88	0.1	187	FUEL DECSN	066	XA01	29	1908	4778	02.3	0+02.3	4+33.0	2213.0Z	70838	15.1	8.0	51	89	0.1	9	TO WAKE
067	XB01	0	1938	4807	03.2	0+05.5	4+36.2	2216.2Z	70368	14.7	7.5	52	89	0.1	8	WAKE TACN	068	CF01	2025	2006	4875	15.0	1+40.5	4+45.6	2225.6Z	64148	8.4		52	90	0.1	161	END AR
069	END AIR REFUEL	-	ONLOAD	58852	POUNDS.			123000	67.3	57.4	MOR TO CONTINUE					48.9 LBS.																	
070	DA01	1698	327	5202	19.7	0+19.7	5+05.3	2245.3Z	100500	44.8	34.9	51	92	0.1	166	ST CC	071	DB01	1298	727	5602	13.5	0+33.2	5+18.8	2258.8Z	92667	37.0	27.0	48	92	0.1	168	
072	DB02	898	1127	6002	13.2	0+46.4	5+32.0	2312.0Z	85549	29.8	19.9	44	92	0.1	171		073	DB03	498	1527	6402	13.2	0+59.6	5+45.3	2325.3Z	78913	23.2	13.3	41	91	0.1	173	
074	DB04	223	1802	6678	09.1	1+08.7	5+54.3	2334.3Z	74651	19.0	9.0	38	90	0.1	174	ST DS TO T	075	DC01	3	2022	6898	13.5	1+22.2	6+07.9	2347.9Z	73371	17.7	7.7	37	90	0.1	176	ABEAM KAD
076																																	
077	DC02	352	2028	6904	00.3	1+22.5	6+08.2	2348.2Z	73336	17.6	7.7	38	90	0.1	188		078	EA01	52	2328	7204	34.4	0+34.4	6+42.6	0022.6Z	66566	10.9		40	91	0.1	190	TO TAO YUAN
079	EA02	29	2352	7227	02.7	0+37.2	6+45.3	0025.3Z	66090	10.4		41	91	0.1	191		080	EB01	0	2381	7256	03.2	0+40.3	6+48.5	0028.5Z	65620	9.9		41	91	0.1	191	TAO YUAN

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		ARCP (COORD)	TRUE COURSE PRIOR AFTER	ARCT (ZULU)	ON-LOAD (POUNDS)	MOS TO CONTINUE	AT MISSED GRD DIST-	AR AIR DIST-	ALTERNATE/DESTINATION- FUEL RMNG		
081	082										
083	084	AR-RTE T	3900N 11532W	007	265	1752Z	31320	15795	283	284	35980
085	086	AR-RTE A	3455N 13050W	242	245	1855Z	34703	21232	1390	1351	23025
087	088	AR-RTE B	2120N 15802W	235	272	2024Z	52382	45214	1589	1582	20971
089	090	AR-RTE D	2503N 12114E	260	286	0029Z	58852	48916	2028	2010	17636
091		RTE E						2381	2358		9920

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092 MISSION IDENT DEPLOY

-FLIGHT DATA FOR INS PACKAGE-

***** T O P S E C R E T *****

093	DESTINATION	INPUT
094		
095	00	E037140Q4066L W115490Q4067L
096	01	E039000Q4166L W115320Q4167L
097	02	E03943804071L W115232Q4072L
098	03	E039456Q4171L W115136Q4172L
099	04	E038459Q4074L W11418704075L
100	05	E03840004174L W115360Q4175L
101	06	E038120Q4077L W122300Q4000L
102	07	E034550Q4177L W130500Q4100L
103	08	E033450Q4002L W133490Q4003L
104	09	E021200Q4102L W158020Q4103L
105	10	E021060Q4005L W160470Q4006L
106	11	E019180Q4105L E166360Q4106L
107	12	E019490Q4010L E163480Q4011L
108	13	E0255920Q4110L E127427Q4111L
109	14	E025030Q4013L E121140Q4014L
110	15	Q4113L Q4114L
111	16	Q4016L Q4017L
112	17	Q4116L Q4117L
113	18	Q4021L Q4022L
114	19	Q4121L Q4122L
115	20	Q4024L Q4025L
116	21	Q4124L Q4125L
117	22	Q4027L Q4030L
118	23	Q4127L Q4130L
119	24	Q4032L Q4033L
120	25	Q4132L Q4133L
121	26	Q4035L Q4036L
122	27	E039080Q4135L W121260Q4136L
123	28	E037140Q4040L W115490Q4041L
124	29	E021200Q4140L W1575700Q4141L
125	30	E019180Q4043L E166360Q4044L
126	31	Q4143L Q4144L
127	32	Q4046L Q4047L
128	33	Q4146L Q4147L
129	34	Q4051L Q4052L
130	35	Q4151L Q4152L
131	36	Q4054L Q4055L
132	37	Q4154L Q4155L
133	38	Q4057L Q4060L
134	39	Q4157L Q4160L
135	40	Q4062L Q4063L
136	41	Q4162L Q4163L

***** T O P S E C R E T *****

***** T O P S E C R E T *****

***** T O P S E C R E T *****

25X1
25X1

***** T O P S E C R E T *****

AUT

***** T O P S E C R E T *****

001 MISSION IDENT DEPLOY
 002 COMPUTER RUN IDENT
 003 COMPUTER RUN DATE 4 AUG 67
 004 TAKE-OFF DATE 11 AUG 67
 005 MSN/RTE START TIME 17 HR 40 MIN ZULU
 006 TURN RADIUS DATA 30.0 DEGREES BANK
 007 TAKE-OFF WEIGHT 105700 LBS
 008 DEPARTURE PT 3714N 11549W

009 SUPER MAIDEN
 010 REVISED SUPER MAIDEN WITH CURRENT WINDS.
 011 THIS ROUTE REQUESTED BY AREA COMMANDER WHILE AT H.S.

012	RLSG	END LAT	SEGMENT LONG	FC	TC	WIND DIR/VEL	DFT COR	TH	VAR	MH	AIR	END PRS/TRU	ALT	MACH	PC AB	KEAS	TAS	GND SPD	GND DST
013																			
014	TA01	3900.0N	11532.0W	CL	007	234/015	-01 006	-17 349	-05			320/339	0.82	-0	398	522	532	107	
015	TB01	3940.0N	11524.0W	AR	009	238/041	-04 005	-17 348	-40			320/339	0.80	-0	280	475	502	40	
016	INS TURN POINT	3943.8N	11523.2W	ROLL IN															
017	INS TURN POINT	3945.6N	11513.6W	ROLL IN															
018	TB02	3942.5N	11510.6W	AR	144	238/041	+05 149	-17 132	-40			320/339	0.80	-0	280	475	477	13	
019	TC01	3854.0N	11426.0W	AR	145	238/041	+05 150	-17 133	-40			320/339	0.80	-0	280	475	477	59	
020	INS TURN POINT	3845.9N	11418.7W	ROLL IN															
021	TC02	3845.0N	11431.3W	AR	265	238/041	-02 263	-17 246	-40			320/339	0.80	-0	280	475	438	12	
022	TD01	3840.0N	11536.0W	AR	264	238/041	-02 262	-17 245	-40			320/339	0.80	-0	280	475	437	51	
023																			
024	AA01	3818.4N	12121.3W	CL	265	217/023	-01 264	-17 247	-65	706/720	1.83	-0	389	1026	1009	271			
025	AB01	3813.3N	12217.1W	CC	263	096/012	+00 263	-18 245	-54	712/726	2.90	60	393	1669	1675	44			
026	INS TURN POINT	3812.0N	12230.0W	ROLL IN															
027	AB02	3807.9N	12242.0W	CC	246	096/012	+00 246	-18 228	-54	713/727	2.90	60	392	1670	1674	20			
028	AC01	3623.9N	12720.5W	CC	245	102/021	+00 245	-18 227	-54	725/738	2.90	60	386	1671	1681	245			
029	AD01	3504.5N	13028.5W	DS	243	211/026	-01 242	-17 225	-65	290/305	1.81	-0	390	1015	991	172			
030	AE01	3455.0N	13050.0W	CH	242	235/044	-01 241	-17 224	-36	300/315	0.88	-0	325	527	482	20			
031	AF01	3433.0N	13145.0W	AR	244	235/045	-01 243	-17 226	-37	300/315	0.80	-0	292	478	432	50			

***** T O P S E C R E T *****

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	ARCP (COORD)	TRUE COURSE PRIOR AFTER	ARCT (ZULU)	ON-LOAD (POUNDS)	MOS TO CONTINUE	AT MISSED GRD DIST-	AR	ALTERNATE/DESTINATION- AIR DIST-	FUEL RMNG
AR-RTE T	3900N 11532W	007	265	1753Z	31320	17184	282	283	35980
AR-RTE A	3455N 13050W	242	245	1854Z	34770	21644	1390	1392	21636
AR-RTE B	2120N 15802W	235	272	2021Z	52705	45890	1589	1592	20626
AR-RTE D	2503N 12114E	260	286	0025Z	59184	49505	2028	2033	17379
RTE E							2381	2386	9580

***** T O P S E C R E T *****

***** T O P S E C R E T *****

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MISSION IDENT DEPLOY

-FLIGHT DATA FOR INS PACKAGE-

DESTINATION	INPUT
00	E0371400Q4066L W1154900Q4067L
01	E0390000Q4166L W1153200Q4167L
02	E03943604071L W1152320Q4072L
03	E039454Q4171L W1151410Q4172L
04	E038462Q4074L W1141890Q4075L
05	E0384000Q4174L W1153600Q4175L
06	E0381200Q4077L W1223000Q4000L
07	E034550Q4177L W1305000Q4100L
08	E033450Q4002L W1334900Q4003L
09	E021200Q4102L W158020Q4103L
10	E021060Q4005L W1604700Q4006L
11	E019180Q4105L E166360Q4106L
12	E019490Q4010L E163480Q4011L
13	E025591Q4110L E127429Q4111L
14	E025030Q4013L E1211400Q4014L
15	Q4113L Q4114L
16	Q4016L Q4017L
17	Q4116L Q4117L
18	Q4021L Q4022L
19	Q4121L Q4122L
20	Q4024L Q4025L
21	Q4124L Q4125L
22	Q4027L Q4030L
23	Q4127L Q4130L
24	Q4032L Q4033L
25	Q4132L Q4133L
26	Q4035L Q4036L
27	E039080Q4135L W121260Q4136L
28	E037140Q4040L W115490Q4041L
29	E021200Q4140L W1575700Q4141L
30	E019180Q4043L E1663600Q4044L
31	Q4143L Q4144L
32	Q4046L Q4047L
33	Q4146L Q4147L
34	Q4051L Q4052L
35	Q4151L Q4152L
36	Q4054L Q4055L
37	Q4154L Q4155L
38	Q4057L Q4060L
39	Q4157L Q4160L
40	Q4062L Q4063L
41	Q4162L Q4163L

***** T O P S E C R E T *****

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25X1

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***** T O P S E C R T *****

001 MISSION IDENT DEPLOY AUTOMATE 128

002 COMPUTER RUN DATE 4 AUG 67

003 COMPUTER RUN DATE 11 AUG 67

004 MSN/NAME 3940.0N 11524.0W

005 TURN RADIUS DATA 30.0 DEGREES BANK

006 TAKE-OFF WEIGHT 105700 LBS

007 DEPARTURE PT 3714N 1154W

008

009 SUPER MAIDEN

010 REVISED SUPER MAIDEN WITH NO WIND.

011 THIS ROUTE REQUESTED BY AREA COMMANDER WHILE AT LOS

012 RLSG END SEGMENT FC TC WIND DFT DIR/VEL COR AR H IR PRS/TRU END ALT MACH PC KEAS TAS GND GND SPD DST RLSG DTG ACCUM DIST SEG TIME ROUTE MISSION ETA GROSS WGT FUEL MFR SUN ZN ZN/ MIN RB COMMENT

013 LAT LONG

25X1 TA01 3900.0N 11532.0W CL 007 000/000 +00 007 -17 350 -21 320/320 0.82 -0 387 507 506 107 TA01 44 107 107 12.7 0+12.7 0+12.7 1752.72 97900 42.2 16.5 56 126 0.4 119

015 T801 3940.0N 11524.0W AR 009 000/000 +00 009 -17 352 -48 320/320 0.80 -0 275 467 466 40 T801 4 147 147 05.2 0+17.9 0+17.9 1757.92 96749 41.0 15.4 57 129 0.4 120

016 INS TURN POINT 3943.6N 11523.2W ROLL IN 3.7 NM PRIOR

017 INS TURN POINT 3945.4N 11514.1W ROLL IN 3.7 NM PRIOR

018 T802 3942.4N 11511.1W AR 144 000/000 +00 144 -17 127 -48 320/320 0.80 -0 275 467 466 13 T802 69 160 160 01.7 0+19.5 0+19.5 1759.52 96380 40.7 15.0 57 130 0.4 346

019 TC01 3854.0N 11426.0W AR 144 000/000 +00 144 -17 127 -48 320/320 0.80 -0 275 467 466 60 TC01 10 220 220 07.7 0+27.2 0+27.2 1807.22 94034 38.3 12.7 59 133 0.5 349

020 INS TURN POINT 3846.2N 11418.9W ROLL IN 9.6 NM PRIOR

021 TC02 3845.3N 11431.0W AR 264 000/000 +00 264 -17 247 -48 320/320 0.80 -0 275 467 466 12 TC02 51 231 231 01.5 0+28.7 0+28.7 1808.72 93580 37.9 12.2 60 133 0.5 229

022 TD01 3840.0N 11536.0W AR 264 000/000 +00 264 -17 247 -48 320/320 0.80 -0 275 467 466 51 TD01 326 282 282 06.6 0+35.2 0+35.2 1815.22 91680 36.0 10.3 60 134 0.5 230

023

024 AA01 3818.4N 12121.3W CL 266 000/000 +00 265 -17 248 -56 706/706 1.83 -0 397 1049 1047 271 AA01 54 271 554 15.5 0+15.5 0+50.8 1830.82 103200 47.5 33.4 59 131 0.5 226

025 AB01 3813.3N 12217.0W CC 265 000/000 +00 263 -18 245 -54 712/712 2.90 60 393 1669 1663 44 AB01 10 315 598 01.6 0+17.1 0+52.4 1832.42 102138 46.4 32.3 59 130 0.5 227

026 INS TURN POINT 3812.0N 12230.0W ROLL IN 10.2 NM PRIOR

027 AB02 3807.9N 12242.0W CC 266 000/000 +00 246 -18 228 -54 713/713 2.90 60 391 1669 1663 20 AB02 437 336 618 00.7 0+17.9 0+53.1 1833.12 101600 45.9 31.8 59 130 0.5 244

028 AC01 3623.9N 12720.5W CC 245 000/000 +00 245 -18 227 -54 725/725 2.90 60 386 1670 1664 245 AC01 192 581 863 08.8 0+26.7 1+01.9 1841.92 95890 40.2 26.1 58 124 0.4 239

029 AD01 3504.5N 13028.5W DS 243 000/000 +00 243 -17 226 -56 290/290 1.81 -0 398 1037 1036 172 AD01 20 753 1035 10.0 0+36.7 1+11.9 1851.92 94930 39.2 25.1 58 121 0.4 238

030 AE01 3455.0N 13050.0W CH 242 000/000 +00 242 -17 225 -43 300/300 0.88 -0 320 519 519 20 AE01 164 773 1055 02.3 0+39.0 1+14.2 1854.22 94430 36.7 24.6 59 121 0.4 239

031 AF01 3433.0N 13145.0W AR 244 000/000 +00 244 -17 227 -44 300/300 0.80 -0 288 471 470 50 AF01 113 823 1106 06.4 0+45.4 1+20.7 1900.72 92730 37.0 22.9 59 122 0.4 238

***** T O P S E C R T *****

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***** T O P S E C R E T *****												***** T O P S E C R E T *****												***** T O P S E C R E T *****											
032 RL56			END SEGMENT			FC TC WIND DIR/VEL			DFT TH VAR MH AIR TEMP			END ALT MACH PC KEAS TAS			GND SPD DST			RLSG DTG RTE-MISSION TIME			ACUM DIST SEG ROUTE MISSION			ACUM TIME ETA			GROSS WGT FUEL REM			MFR SUN ANG			ZN ZN/ MIN RB COMMENT		
033	LAT	LONG	059	000/000	+00 059	-17 042	-48	350/350	0.85	60	289	496	496	300	XAO1	267	1123	1406	36.3	+036.3	+156.9	1936.92	84087	28.4	14.3	66	150	0.6	91	TO BEALE					
034	XAO1	3705.3N 12626.5W	CC	059	000/000	+00 059	-17 042	-48	350/350	0.85	60	268	489	488	238	XAO2	29	1361	1643	29.2	+05.5	+26.1	2006.12	77806	22.1	8.0	67	179	0.6	117					
035	XAO2	3855.3N 12159.5W	CC	062	000/000	+00 062	-18 046	-55	367/367	0.85	60	329	522	521	29	XBO1	0	1390	1672	03.3	+08.6	+29.5	2009.52	77336	21.6	7.5	66	182	0.5	118	BEALE				
036	XBO1	3908.0N 12126.0W	DS	064	000/000	+00 064	-18 046	-41	200/200	0.88	-0	329	522	497	300	YAO1	491	1123	1406	36.2	+036.2	+156.9	1936.92	84087	28.4	67	149	0.7	74						
037	YAO1	3548.9N 12550.1W	CC	075	000/000	+00 075	-17 058	-47	350/350	0.85	60	290	497	497	300	YAO2	191	1423	1706	36.4	+13.0	+233.7	2013.72	76249	20.5	69	189	0.6	110						
038	YAO2	3646.9N 11945.2W	CC	079	000/000	+00 079	-17 062	-54	371/371	0.85	60	267	489	489	300	YAO3	29	1585	1867	19.9	+33.0	+253.6	2033.62	72325	16.6	66	209	0.4	127						
039	YAO3	3710.4N 11625.1W	CC	082	000/000	+00 082	-16 066	-56	382/382	0.85	60	256	487	487	162	YB01	0	1614	1896	03.4	+136.3	+257.0	2037.02	71855	16.2	65	212	0.4	129						
040	YB01	3714.0N 11549.0W	DS	083	000/000	+00 083	-16 067	-42	200/200	0.88	-0	323	520	519	29	YB01	1485	936	1219	19.4	+059.8	+135.1	1915.1Z	88230	32.5	61	123	0.5	238	END AR					
041	AGO1	3345.0N 13349.0W	AR	245	000/000	+00 245	-17 228	-44	300/300	0.80	-0	288	471	470	113	AGO1	1485	936	1219	19.4	+059.8	+135.1	1915.1Z	88230	32.5	61	123	0.5	238						
042																END AIR REFUEL	-	ONLOAD	34770	POUNDS.					123000	67.3	54.2	MOR	TO	CONTINUE	21.6 LBS.				
043	BA01	3143.6N 13854.2W	CL	245	000/000	+00 245	-16 229	-56	706/706	1.76	-0	392	1009	1007	284	BA01	1201	284	1503	16.9	+016.9	+152.0	1932.02	102350	46.6	33.5	61	118	0.5	233	ST CC				
044	BB01	2923.0N 14401.3W	CC	242	000/000	+00 242	-15 227	-54	726/726	2.90	60	386	1670	1665	300	BB01	901	504	1803	10.4	+027.7	+202.8	1942.82	95356	39.7	26.5	60	112	0.4	230					
045	BB02	2651.2N 14854.1W	CC	240	000/000	+00 240	-14 226	-54	741/741	2.90	60	373	1671	1668	300	BB02	601	884	2103	10.8	+038.5	+213.6	1953.62	88840	33.1	20.0	59	105	0.3	225					
046	BB03	2409.9N 15333.7W	CC	237	000/000	+00 237	-13 224	-53	757/757	2.90	60	360	1673	1669	300	BB03	301	1184	2403	10.4	+049.3	+249.4	2004.42	82769	27.1	13.9	58	100	0.2	223					
047	BB04	2309.5N 15511.7W	CC	236	000/000	+00 236	-12 224	-53	762/762	2.90	60	351	1674	1670	108	BB04	192	1293	2511	03.9	+053.2	+28.3	2008.32	80675	25.0	11.8	58	98	0.2	222	ST DS				
048	BC01	2131.5N 15744.5W	DS	235	000/000	+00 235	-12 223	-56	290/290	1.81	-0	381	1037	1035	172	BC01	20	1465	2684	10.0	+03.2	+238.3	2018.32	79715	24.0	10.9	58	95	0.2	220	BOTTOM OUT				
049	BD01	2120.0N 15802.0W	CH	235	000/000	+00 235	-11 224	-43	300/300	0.88	-0	320	519	519	20	BD01	165	1485	2704	02.3	+05.5	+240.6	2020.62	79215	23.5	10.4	58	95	0.2	220	ARCP				
050	BE01	2050.0N 15845.0W	AR	233	000/000	+00 233	-11 222	-44	300/300	0.80	-0	288	471	470	50	BE01	115	1535	2754	06.4	+111.9	+247.0	2027.02	77425	21.7	8.6	59	98	0.2	221	FUEL DECSN				
051	XA01	2103.9N 15822.8W	CC	056	000/000	+00 056	-11 045	-56	370/370	0.85	60	260	487	487	25	XAO1	29	1560	2779	03.4	+03.1	+250.1	2030.12	76799	21.1	8.0	60	95	0.2	39	TO HICKAM				
052	XBO1	2120.0N 15757.0W	DS	056	000/000	+00 056	-11 045	-41	200/200	0.88	-0	328	522	521	29	XBO1	0	1589	2808	03.3	+06.4	+253.4	2033.42	76326	20.6	7.5	61	97	0.2	41	HICKAM				
053	BF01	2106.0N 16047.0W	AR	278	000/000	+00 278	-11 267	-44	300/300	0.80	-0	288	471	470	115	BF01	1840	1650	2869	14.7	+126.6	+301.7	2041.72	70295	14.6	61	96	0.2	178	END AR					
054															END AIR REFUEL	-	ONLOAD	52705	POUNDS.					123000	67.3	60.5	MOR	TO	CONTINUE	45.9 LBS.					
055	CA01	2113.8N 16551.2W	CL	272	000/000	+00 272	-11 261	-56	706/706	1.76	-0	392	1009	1007	284	CA01	1556	284	3153	16.9	+016.9	+318.6	2058.62	102350	46.6	39.8	60	95	0.2	183	ST CC				
056	CB01	2112.2N 17112.5W	CC	270	000/000	+00 270	-10 260	-54	726/726	2.90	60	386	1670	1665	300	CB01	1256	584	3453	10.8	+027.7	+329.4	2109.42	95356	39.7	32.8	57	94	0.2	184					
057	CB02	2100.5N 17633.3W	CC	268	000/000	+00 268	-10 258	-54	741/741	2.90	60	373	1671	1667	300	CB02	956	884	3753	10.8	+038.5	+340.2	2120.22	88840	33.1	26.3	55	93	0.1	185					
058	CB03	2038.8N 17807.2E	CC	266	000/000	+00 266	-09 257	-53	757/757	2.90	60	360	1673	1669	300	CB03	656	1184	4053	10.8	+049.3	+351.0	2131.02	82769	27.1	20.3	53	91	0.1	185					

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***** T O P S E C R E T *****												***** T O P S E C R E T *****												***** T O P S E C R E T *****												***** T O P S E C R E T *****											
D	059 060	RLSG	END LAT	SEGMENT LONG	FC	TC	WIND DIR/VEL	DFT COR	TH VAR	MH	AIR TEMP	END PRS/TRU	ALT	MACH	PC AB	KEAS	TAS	GND SPD	GND DIST	***** T O P S E C R E T *****												DTG	ACUM DIST	SEG TIME	ACUM TIME	MISSION	ETA	GROSS WT	FUEL REM	MFR	SUN ANG	ZN	ZH/ MIN	RB	COMMENT		
																				000/000	+00	264	-08	256	-53	772/772	2.90	60	347	1675	1671	300	CR04	356	1484	4353	10.8	1400.1	+0018.1	2141.82	77113	21.4	14.6	50	90	0.1	186
061	CB04	2007.4N 17249.4E	CC	261	000/000	+00	264	-08	256	-53	772/772	2.90	60	347	1675	1671	300	CR04	356	1484	4353	10.8	1400.1	+0018.1	2141.82	77113	21.4	14.6	50	90	0.1	186	ST DS TO AR														
062	CB05	1946.3N 16957.4E	CC	263	000/000	+00	263	-07	256	-52	780/780	2.90	60	338	1676	1672	163	CB05	192	1648	4517	05.9	1+06.0	+007.6	2147.62	741%6	18.5	11.7	49	89	0.1	186	ST DS TO AR														
063	CC01	1921.1N 16656.9E	DS	262	000/000	+00	262	-07	255	-56	290/290	1.81	-0	373	1037	1035	172	CC01	20	1820	4669	10.4	1415.9	+17.6	2157.62	732%3	17.5	10.7	48	88	0.1	186	BOTTOM OUT														
064	CD01	1918.0N 16636.0E	CH	261	000/000	+00	261	-06	255	-43	300/300	0.88	-0	320	519	519	20	CD01	166	1840	4709	02.3	1+18.3	+19.9	2159.92	72736	17.0	10.2	48	88	0.1	187	ARCP														
065	CE01	1910.0N 16545.0E	AR	261	000/000	+00	261	-06	255	-44	300/300	0.80	-0	268	471	470	49	CE01	117	1889	4758	06.2	1424.5	+26.2	2206.22	70946	15.2	8.4	49	88	0.1	187	FUEL DECS														
066	XA01	1913.3N 16605.7E	CC	080	000/000	+00	080	-06	074	-56	386/388	0.85	60	249	487	487	20	XA01	29	1908	4777	02.4	0+02.4	+28.6	2208.62	70485	14.8	8.0	50	88	0.1	8	TO WAKE														
067	XH01	1918.0N 16636.0E	DS	081	000/000	+00	081	-06	075	-43	200/200	0.88	-0	322	520	519	29	XH01	0	1938	4806	03.4	0+05.8	+32.0	2212.02	70151	14.3	7.5	51	89	0.1	8	WAKE TACN														
068	CF01	1949.0N 16348.0E	AR	289	000/000	+00	289	-06	283	-44	300/300	0.80	-0	288	471	470	117	CF01	2025	2006	4875	14.9	139.4	+49.1	2231.1Z	63816	8.1	51	90	0.1	161	END AR															
069																		END	AIR REFUEL	-	ONLOAD	50184	POUNDS.			123000	67.3	57.6					49.5 LBS.														
070	DA01	2121.5N 15013.1E	CL	286	000/000	+00	286	-04	282	-56	750/750	1.84	-0	368	1055	1053	327	DA01	1698	327	5202	16.7	0+18.7	+59.7	2239.72	100500	44.8	35.1	50	91	0.1	165	ST CC														
071	DB01	2259.0N 15114.9E	CC	284	000/000	+00	284	-02	282	-53	770/770	3.10	60	373	1790	1785	400	DB01	1298	727	5260	13.4	0+32.1	+51.3	2253.22	92629	36.9	27.3	47	91	0.1	167															
072	DB02	2417.9N 14407.6E	CC	281	000/000	+00	281	-00	281	-52	780/788	3.10	60	358	1792	1788	400	DB02	998	1127	6002	13.4	0+45.5	+52.6	2306.02	85375	29.7	20.0	43	91	0.1	170															
073	DB03	2051.6N 15465.2E	CC	278	000/000	+00	278	+01	279	-52	805/805	3.10	60	344	1794	1790	400	DB03	498	1527	6402	13.4	0+54.9	+50.40	2320.02	76698	23.0	13.3	40	90	0.1	172															
074	DB04	2544.3N 13149.8E	CC	276	000/000	+00	276	+02	278	-51	817/817	3.10	60	333	1796	1792	275	DB04	223	1802	6677	09.2	1+08.1	+54.9	2329.22	74394	18.7	9.0	37	90	0.1	174	ST DS TO T														
075	DC01	2559.0N 12746.0E	DS	274	000/000	+00	274	+02	276	-56	200/200	1.76	-0	386	1009	1006	220	DC01	3	2022	6897	13.1	1+21.3	+6.024	2342.4Z	73111	17.4	7.7	36	89	-0.1	175	ABEAM KAD														
076	INS	TURN POINT 2559.1N 12742.9E	ROLL IN	288	2.8	NM	PRIOR																																								
077	DC02	2558.8N 12739.8E	DS	262	000/000	+00	262	+02	264	-24	200/200	1.76	-0	798	1080	1079	5	DC02	353	2028	6903	00.3	1+21.6	+6.027	2342.72	73079	17.4	7.7	36	89	0.1	187															
078	EA01	2512.4N 12211.3E	CC	261	000/000	+00	261	+02	263	-44	401/401	0.85	60	306	501	500	300	EA01	53	2328	7203	36.0	0+36.0	+6.387	0018.7Z	66267	10.6	39	90	0.1	189	TO TAO YUAN															
079	EA02	2508.2N 12145.5E	CC	260	000/000	+00	260	+01	261	-56	403/403	0.85	60	240	487	486	24	EA02	29	2325	7226	02.4	0+34.9	+641.6	0021.6Z	65750	10.0	40	90	0.1	190																
080	EE01	2507.3N 12044.8E	DS	261	000/000	+00	261	+02	260	-26	402/402	0.85	60	306	501	500	300	EE01	23	2301	7205	01.3	0+26.7	+6.025	2302.02	73005	9.6	38	90	0.1	192	TAO YUAN															

***** T O P S E C R E T *****

***** T O P S E C R E T *****

***** T O P S E C R E T *****

***** T O P S E C R E T *****

Hold

***** T O P S E C R E T *****

***** T O P S E C R E T *****

***** T O P S E C R E T *****

***** T O P S E C R E T *****

001 MISSION IDENT REC 20
 002 COMPUTER RUN IDENT
 003 COMPUTER RUN DATE 17 MAY 67
 004 TAKE-OFF DATE 22 MAY 67
 005 HSN/RT START TIME 22 HR 0 MIN ZULU
 006 TURN RADIUS DATA 30.0 DEGREES BANK
 007 TAKE-OFF WEIGHT 183700 LBS
 008 DEPARTURE PT 1335H 1455E 00

0690 A003 57-0331 17 MAY 67

009 GUAM TO KADENA
 010 THIS DATA REFLECTS LATEST PLANNING FACTORS INFO
 011 SUB-SONIC BUDY TACTICS USED FROM EMERGENCY BASES TO KADENA

012 RLSG EN: SEGMENT FC TC WIND DFT TH VAR MH AIR END ALT MACH PC KEAS TAS GND GMD
 013 LAT LONG DIR/VEL COR TEMP PRS/TRU AB DST

014 AA01 1404.0H 14421.0E CL 311 244/014 -02 309 -02 307 -00 280/293 0.62 -0 328 399 393 44

015 AB01 1613.0H 14147.0E CH 311 258/031 -03 308 -01 307 -33 300/314 0.77 -0 289 464 445 197

016 AC01 1707.0H 14041.0E AR 310 258/032 -03 307 -01 306 -35 300/314 0.80 -0 293 480 459 83

017 YA01 1351.1H 14436.2E CC 131 256/037 +03 134 -01 133 -42 354/370 0.85 60 292 502 523 300

018 YA02 1340.9H 14448.1E CC 131 256/042 +04 135 -02 133 -49 355/371 0.85 60 273 495 518 15

019 XB01 1355.0H 14455.0E DS 131 258/031 +02 133 -02 131 -30 200/209 0.89 -0 345 540 557 9

020 YA01 2205.7H 14105.2E CC 004 269/029 -03 001 -00 001 -41 354/370 0.85 60 293 504 509 300

021 YA02 2438.0H 14118.2E CC 004 256/042 -05 359 -00 359 -49 365/342 0.85 60 270 495 506 153

022 YB01 2447.0H 14119.2E DS 005 258/030 -03 002 +01 003 -31 200/209 0.89 -0 341 539 547 9

023 AD01 1800.0H 13935.0E AR 310 263/025 -02 308 -00 308 -35 300/314 0.80 -0 293 480 462 82

024
Frank
elam *60*

025 RA01 2005.8H 13650.0E CR 309 263/025 -02 307 -00 307 -35 300/314 0.77 0 282 462 444 200

026 RA02 2209.0H 13402.3E CR 308 263/025 -02 306 +01 307 -35 300/314 0.77 0 282 462 443 200

027 RA03 2409.2H 13108.7E CR 307 289/014 -01 306 +01 307 -35 300/314 0.77 0 282 462 447 200

028 RA04 2606.0H 12809.8E CR 306 289/014 -01 305 +02 307 -35 300/314 0.77 0 282 462 447 200

029 RA05 2615.8H 12754.2E CR 305 338/007 +01 305 +02 308 -36 300/314 0.77 0 282 461 454 17

030 RB01 2621.0H 12746.0E DS 305 338/007 +00 305 +02 307 -24 200/209 0.89 -0 368 547 540 9

001 DTG 241
 002
 003
 004
 005
 006
 007
 008 DTG 241

009 DTG 241
 010 DTG 241
 011 DTG 241

012 RLSG DTG ACCUM DIST RTE-MISSION TIME SEG ROUTE MISSION ETA GROSS FUEL MFR SUN ZN ZN/ MIN RB COMMENT
 013 014 AA01 197 44 44 06.7 0+06.7 1+206.72 100050 44.3 25.4 29 75 -0.0 124

015 AB01 166 241 241 26.6 0+33.3 0+33.3 2233.32 94600 38.9 20.0 33 77 -0.0 126 ARCD

016 AC01 82 324 324 10.9 0+44.2 0+44.2 2244.22 90900 35.2 (16.3) 35 76 -0.0 128 FUEL DECSEN

017 YA01 24 624 624 34.4 0+34.4 1+18.6 2318.62 82751 27.1 8.1 46 76 -0.0 305 TO GUAM

018 YA02 9 640 640 01.8 0+36.2 1+20.3 2320.32 82347 26.6 7.7 46 76 -0.0 305

019 XB01 0 649 649 01.0 0+37.1 1+21.3 2321.32 82147 26.4 7.5 47 76 -0.0 305 GUAN TACN

020 YA01 162 624 624 35.4 0+35.4 1+19.6 2319.62 82508 26.8 44 84 0.1 80 TO IWO

021 YA02 9 777 777 18.1 0+53.5 1+37.7 2337.72 78594 22.9 49 88 0.1 84

022 YB01 0 786 786 01.0 0+54.5 1+38.6 2338.62 78394 22.7 49 86 0.1 83 TWO TACN

023 AD01 826 407 407 10.7 0+54.9 0+54.9 2254.92 85450 29.7 36 78 -0.0 128 END AR

024 END AIR REFUEL = UNLOAD 37550 POUNDS. 123000 67.3 (39.5) MOR TO CONTINUE 9.7 LBS.

025 RA01 626 200 607 27.1 0+27.1 1+21.9 2321.92 113907 58.2 30.4 40 81 0.1 132 BUDDY TACN

026 RA02 426 400 807 27.1 0+54.1 1+49.0 2349.02 105815 50.1 22.3 45 84 0.1 136

027 RA03 226 600 1007 26.8 1+20.9 2+15.8 0015.82 98520 42.8 15.0 48 87 0.1 140

028 RA04 26 600 1207 26.8 1+47.8 2+42.7 0042.72 91778 36.1 8.3 52 91 0.1 145

029 RA05 9 817 1224 02.3 1+50.0 2+44.9 0044.92 91214 35.5 7.7 52 91 0.1 146

030 RB01 0 826 1233 01.0 1+51.0 2+45.9 0045.92 91014 35.3 7.5 52 91 0.1 146 KADENA

***** T O P S E C R E T *****

***** T O P S E C R E T *****

***** T O P S E C R E T *****

***** T O P S E C R E T *****

***** T O P S E C R E T *****

03c MISSION IDENT REC 2C

***** T O P S E C R E T *****

031 ARCP TRUE COURSE
(COORD) PRIOR AFTER
032 1613N 311 309 2235Z
033 AR-RTE A 14147L
034 1613N 311 309 2235Z
035 RTE B

036 AR-RTE B 14147L

037 AR-RTE C 14147L

038 AR-RTE D 14147L

039 AR-RTE E 14147L

040 AR-RTE F 14147L

041 AR-RTE G 14147L

042 AR-RTE H 14147L

043 AR-RTE I 14147L

044 AR-RTE J 14147L

045 AR-RTE K 14147L

046 AR-RTE L 14147L

047 AR-RTE M 14147L

048 AR-RTE N 14147L

049 AR-RTE O 14147L

050 AR-RTE P 14147L

051 AR-RTE Q 14147L

052 AR-RTE R 14147L

053 AR-RTE S 14147L

054 AR-RTE T 14147L

055 AR-RTE U 14147L

056 AR-RTE V 14147L

057 AR-RTE W 14147L

058 AR-RTE X 14147L

059 AR-RTE Y 14147L

060 AR-RTE Z 14147L

061 AR-RTE AA 14147L

062 AR-RTE BB 14147L

063 AR-RTE CC 14147L

064 AR-RTE DD 14147L

065 AR-RTE EE 14147L

066 AR-RTE FF 14147L

067 AR-RTE GG 14147L

068 AR-RTE HH 14147L

069 AR-RTE II 14147L

070 AR-RTE JJ 14147L

071 AR-RTE KK 14147L

072 AR-RTE LL 14147L

073 AR-RTE MM 14147L

074 AR-RTE NN 14147L

075 AR-RTE OO 14147L

076 AR-RTE PP 14147L

077 AR-RTE QQ 14147L

078 AR-RTE RR 14147L

079 AR-RTE SS 14147L

080 AR-RTE TT 14147L

***** T O P S E C R E T *****

037 FLIGHT DATA FOR INS PACKAGE

INPUT

038 DESTINATION
039 00
040 01
041 02
042 03
043 04
044 05
045 06
046 07
047 08
048 09
049 10
050 11
051 12
052 13
053 14
054 15
055 16
056 17
057 18
058 19
059 20
060 21
061 22
062 23
063 24
064 25
065 26
066 27
067 28
068 29
069 30
070 31
071 32
072 33
073 34
074 35
075 36
076 37
077 38
078 39
079 40
080 41

Hold.

H	AIR TEMP	PRNS/	TRU	RES	ALT	MACH	PC	KEAS	TAS	SG	SL	SL
2	+0.2	280/2296	0.62	-0	331	401	401	401	331	331	331	331
1	-1.1	310/3117	0.77	-0	290	466	457	457	217	217	217	217
3	-3.3	300/3117	0.80	-0	295	482	472	472	212	212	212	212
1	-4.0	352/371	0.85	60	294	505	515	515	197	197	197	197
1	-2.9	200/212	0.88	-6	342	535	533	533	229	229	229	229
1	-3.3	300/316	0.80	-0	295	482	472	472	217	217	217	217
0	-3.0	300/315	0.77	0	291	467	457	457	217	217	217	217
1	-3.0	300/315	0.77	0	285	467	449	449	217	217	217	217
0	-3.0	300/315	0.77	0	265	467	442	442	217	217	217	217
9	-3.0	300/314	0.77	0	265	467	442	442	217	217	217	217
9	-3.1	300/314	0.77	0	285	467	433	433	217	217	217	217
9	-3.1	300/314	0.77	0	291	467	423	423	215	215	215	215
9	-3.3	300/314	0.80	-0	300	482	452	452	215	215	215	215
9	-3.5	300/314	0.80	-0	293	480	455	455	215	215	215	215
2	-4.3	362/378	0.35	60	259	501	525	525	14	14	14	14
2	-3.1	260/249	0.36	-3	338	533	525	525	23	23	23	23
1	-4.2	363/377	0.35	-60	265	513	522	522	14	14	14	14

EXPT	NAME	TYPE	RSLG	DTG	ACCUM DIST	SEG	ACCUM TIME	ETA	GRDS	WT	HTR	HR	JOUR	ENR	JST	EST	HED	MKT
									MISSION	ROUTE	151510	WT	REM	HR	ANG			
011	YR01	200	44	44	00.6	0	0+06.6	0+06.6	2230.62	94850	39.1	19.5	53	84	014	013	012	011
012	YR01	154	244	244	26.2	0+32.8	0+42.8	2232.62	94850	39.1	19.5	53	84	013	012	011	010	
013	YR01	80	328	328	10.7	0+43.5	0+43.5	2243.52	91612	35.9	16.3	54	85	014	013	012	011	
014	YR01	29	625	625	34.6	0+31.6	1+18.0	2318.02	83317	27.6	8.0	67	85	015	014	013	012	
015	YR01	0	654	654	0.2	0+37.8	1+21.5	2321.32	82847	27.1	7.5	68	85	016	015	014	013	
016	YR01	1035	408	408	10.2	0+53.6	0+53.6	2253.62	86382	30.7	55	86	017	016	015	014	013	
017	FNO ATR REFUEL	-	ONLOAD	36638	POUNDS.										018	017	016	015
018	YR01	835	210	608	26.7	0+26.7	1+20.4	2230.42	113907	56.2	42.4	58	80	019	018	017	016	
019	YR01	635	600	308	28.5	0+33.5	1+17.1	2317.12	137397	57.1	43.1	59	81	020	019	018	017	
020	YR03	435	6.9	1008	27.2	1+20.7	2+14.3	0014.32	90352	42.7	26.8	64	93	021	020	019	018	
021	YR04	235	800	1208	27.2	147.9	2+01.5	0011.52	91464	55.8	19.9	67	97	022	021	020	019	
022	YR05	35	1000	1408	27.4	2+15.3	3+18.5	0019.92	89978	29.3	13.5	70	100	023	022	021	020	
023	YR01	20	1015	1423	02.0	2+17.3	3+10.0	0010.92	89509	28.8	13.0	70	101	024	023	022	021	
024	YR01	173	1035	1443	02.7	2+19.9	3+13.0	0113.62	89009	28.3	12.5	70	101	025	024	023	022	
025	YR01	97	1110	1518	10.0	2+29.9	3+23.0	0125.52	89559	24.9	9.0	71	103	026	025	024	023	
026	YR01	29	1154	1532	05.0	0+05.0	3+33.0	0128.52	79489	23.8	8.0	73	105	027	026	025	024	
027	YR01	0	1183	1591	03.1	0+05.1	3+41.0	0131.62	76119	23.3	7.5	74	106	028	027	026	025	
028	YR01	440	1410	1818	35.4	0+35.4	3+48.0	0150.02	73122	17.4	3.2	94	96	029	028	027	026	

MIN -0.0 155 GT CC
 0.1 158 MCP
 0.1 158 FUEL DECS
 -0.0 339 TO WAKE
 -0.0 336 WAKE
 0.1 161 END AR
 OUTLINE 20-8 LBS.
 0.1 163 BUDDY TACS
 0.1 166
 0.2 171 313
 0.3 176
 0.5 180
 0.5 182 PR FOR R
 0.6 182 ARGP TWO
 0.7 184 FUEL DECS
 0.9 5 TO TWO JET
 1.1 6 TWO TAC
 2.8 297 TO GUAM

***** T O P S E C R E T *****

001	MISSION IDENT	REC 2D
002	COMPUTER RUN IDENT	
003	COMPUTER RUN DATE	17 MAY 67
004	TAKE-OFF DATE	22 MAY 67
005	MSN/RTE START TIME	22 HR 0 MIN ZULU
006	TURN RADIUS DATA	30.0 DEGREES BANK
007	TAKE-OFF WEIGHT	105700 LBS
008	DEPARTURE	1917N 16638E

0691

100
200
300

*****TOP SECRET*****
MISSION IDENT REC 2E
COMPUTER RUN IDENT 17 MAY 67
COMPUTER RUN DATE 17 MAY 67

TEST PLANNING FACTORS: INFO
S USED FROM EMERGENCY BASES T
FC TC WIND DFT TH
DIR/WL COR
E CL 281 241/006 +00 281
E CH 280 263/024 -01 279
E AR 279 263/025 -01 276
E CR 276 289/013 +00 276
E TS 274 358/007 +01 275

0 KADENA
 VAR MH END A
 T-EMP PRES/T
 001 282 -00
 001 280 -33
 001 280 -33
 +01 279 -35
 +01 279 -35
 +02 278 -30
 +02 277 -24

TIME	SEG	ACCUM DIST
0	479	74.0
9	470	62.2
18	471	36.0
27	479	16.1
36	261	1.0
45	139	0.0
54	44	0.0
63	95.	0.0
72	122	0.0
81	139	0.0
90	139	13.0
99	122	0.0
108	261	0.0
117	479	0.0

ACCOM. TIME	ETN
ROUTE	MISSION
0+06.7	0+16.7 2206.*
0+19.7	0+19.7 2219.
0+35.8	0+15.8 2235*
700 POUNDS.	
1-02-2	1+37.9 2337
1-03-2	1+38.9 2338

	69055	FIF	MFR
WGT	RE _M		
72	10.050	44.3	28.8
72	9.850	39.1	23.6
82	8.630	30.6	15.0
123000	67.3	75.3	50.0
92	10.3021	47.7	7.7
92	10.3221	47.5	7.5

	SUN ANG	ZN MIN	ZN/ MIN	R3
28	80	0.1	159	
29	80	0.1	160	
31	81	0.1	162	
) NOR TO CONTINUE. - 35				
37	84	0.1	168	
37	84	0.1	170	

COMMENT
ARCP
END AR
+2 LBS.
PR FOR DS
KADENA, TACN

Frank -
Film Story
& Mag Con

卷之三

***** TOP SECRET *****

***** TOP SECRET *****

*****TOP SECRET*****

025 MISSION TUEANT REC 2E

026 DESTINATION: INPUT

027 DESTINATION: INPUT

028 DESTINATION: INPUT

029 DESTINATION: INPUT

030 DESTINATION: INPUT

031 DESTINATION: INPUT

032 DESTINATION: INPUT

033 DESTINATION: INPUT

034 DESTINATION: INPUT

035 DESTINATION: INPUT

036 DESTINATION: INPUT

037 DESTINATION: INPUT

038 DESTINATION: INPUT

039 DESTINATION: INPUT

040 DESTINATION: INPUT

041 DESTINATION: INPUT

042 DESTINATION: INPUT

043 DESTINATION: INPUT

044 DESTINATION: INPUT

045 DESTINATION: INPUT

046 DESTINATION: INPUT

047 DESTINATION: INPUT

048 DESTINATION: INPUT

049 DESTINATION: INPUT

050 DESTINATION: INPUT

051 DESTINATION: INPUT

052 DESTINATION: INPUT

053 DESTINATION: INPUT

054 DESTINATION: INPUT

055 DESTINATION: INPUT

056 DESTINATION: INPUT

057 DESTINATION: INPUT

058 DESTINATION: INPUT

059 DESTINATION: INPUT

060 DESTINATION: INPUT

061 DESTINATION: INPUT

062 DESTINATION: INPUT

063 DESTINATION: INPUT

064 DESTINATION: INPUT

065 DESTINATION: INPUT

066 DESTINATION: INPUT

067 DESTINATION: INPUT

068 DESTINATION: INPUT

069 DESTINATION: INPUT

070 DESTINATION: INPUT

071 DESTINATION: INPUT

072 DESTINATION: INPUT

073 DESTINATION: INPUT

074 DESTINATION: INPUT

075 DESTINATION: INPUT

076 DESTINATION: INPUT

077 DESTINATION: INPUT

078 DESTINATION: INPUT

079 DESTINATION: INPUT

080 DESTINATION: INPUT

081 DESTINATION: INPUT

082 DESTINATION: INPUT

*****TOP SECRET*****

AT MISSED AIR ALTERNATE/DESTINATION- FUEL RNNC

END DIST- AIR DIST- FUEL RNNC

CONT'DUE

ACT

C/N=LOAD

GND (POUNDS)

(ZULU)

25120

22202

36700

-3321

261

273

30510

47521

493

479

*****TOP SECRET*****

AFPC (COPD) PR10F AFTER

25120 276

280 13948E

KTE 6

Page Denied

Next 4 Page(s) In Document Denied

EMERG. RDZ. PT.
23-00N 154-08W
DTG 265NM - POS 08
SINGLE ENG.
12000LBS REM.

AR# 2
TIME 2025Z (240)
CALL GALL 86187
P-S-CH 516
HF PAID 82/83

INC 1000 NM
TIME 2114/1638
DTG 595NM
FUEL 332.95
ALT 736
THD 237°
224°

BUCK DUTT E
NOVEMBER BRAVO
27-06N 148-13W
DTG 625NM
UHF 243.0

1000 NM DTG
TO KICKAR 5000LBS RES. 2000
HEADWARD 23-40N 154-08W
AFTER 1000 NM DTG PROCEED
TO NEXT EMER RENDZ POS - VAR
PRIOR TO 1000 NM DTG - POS 08
USE EMER. RENDZ - POS 07

OCEAN STATION

(5)

LETDOWN PLATES FOR
EMERGENCY AIRFIELDS
ARE IN THE FOLLOWING
ORDER
1. HICKAM
2. BARBERS POINT
3. BEALE
4. CASTLE
5. SAN NICOLAS

FUEL TO CONT
60,000#
135 102

POS 28
KORL 650 KCP HICKAM
KKJUV 690 KC HNL 100

HNL
100

NGF
93

IFF ON
MODE 3 CODE 2100
DS THRU FL 450

SIP-OFF

09

END AR
TIME 3102/1126
FUEL DECS. PT.
AFTOP FUEL
8,500#
DTG 116000

POS 08 (38)

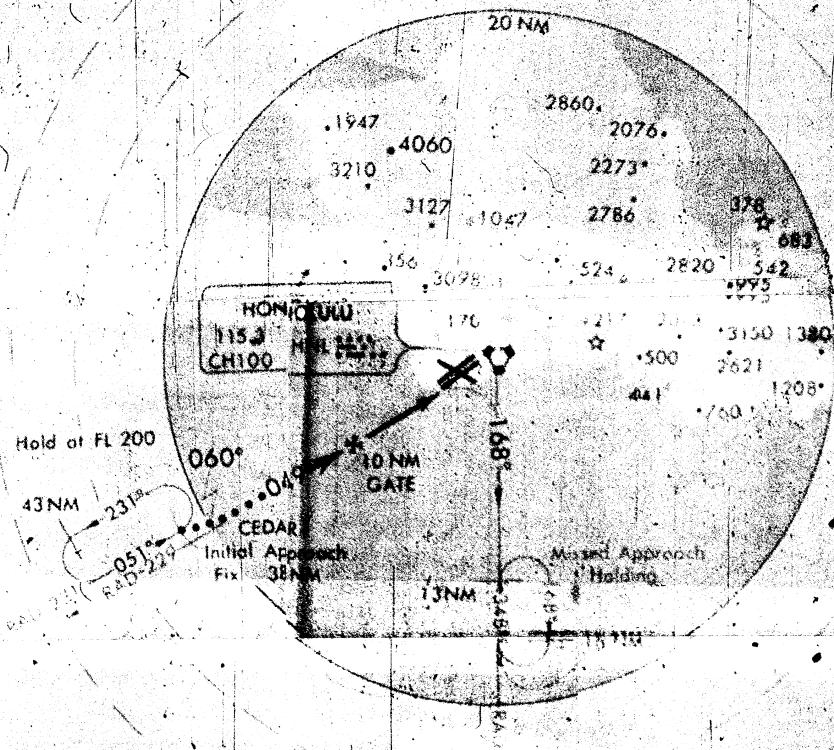
ARCP
TIME 2140/1104
FUEL 23.9 10.2
IFF OFF
AT TKR.

SIP-ON

CHECK AR BCN ON
START DESCENT
TIME 2128/1152
DTG 195000
FUEL 25.4 11.7

TACAN

HONOLULU APP. CON
118.3 269.0 119.1
NAVY BARBERS POINT TOWER
340.2 142.74 126.2
GND. CON
336.4 126.2
PAR/ASR

BARBERS POINT NAS
EWA OAHU, HAWAII

EMERG. SAFE ALT. 100 NM 7800

MIN. SAFE ALT. 25 NM 5100

CEDAR
RAD-231
38 NM
FL 200 (RAD-229)
060°
049° 10 NM GATE
1500

TA 18 000
VORTAC

MISSSED APPROACH
41 NM prior to VORTAC
turn right climbing on
RAD 168 to 2000

FIELD ELEM 34

From HNL VORTAC
235° 1.8 NM
Control Tower
102
AG



LANDING ALT. MSL

Strn Rwy 04R	434 MSL
Circling*	534 MSL

*Maneuvering for circling approach North and NW or held not authorized due to terrain to 492' ASL within 1.7 NM of field

NOTE: Aircraft may be RADAR vectored to Initial Approach Fix (IAF) available from Initial Approach Fix

TACAN

235° 158.03 W

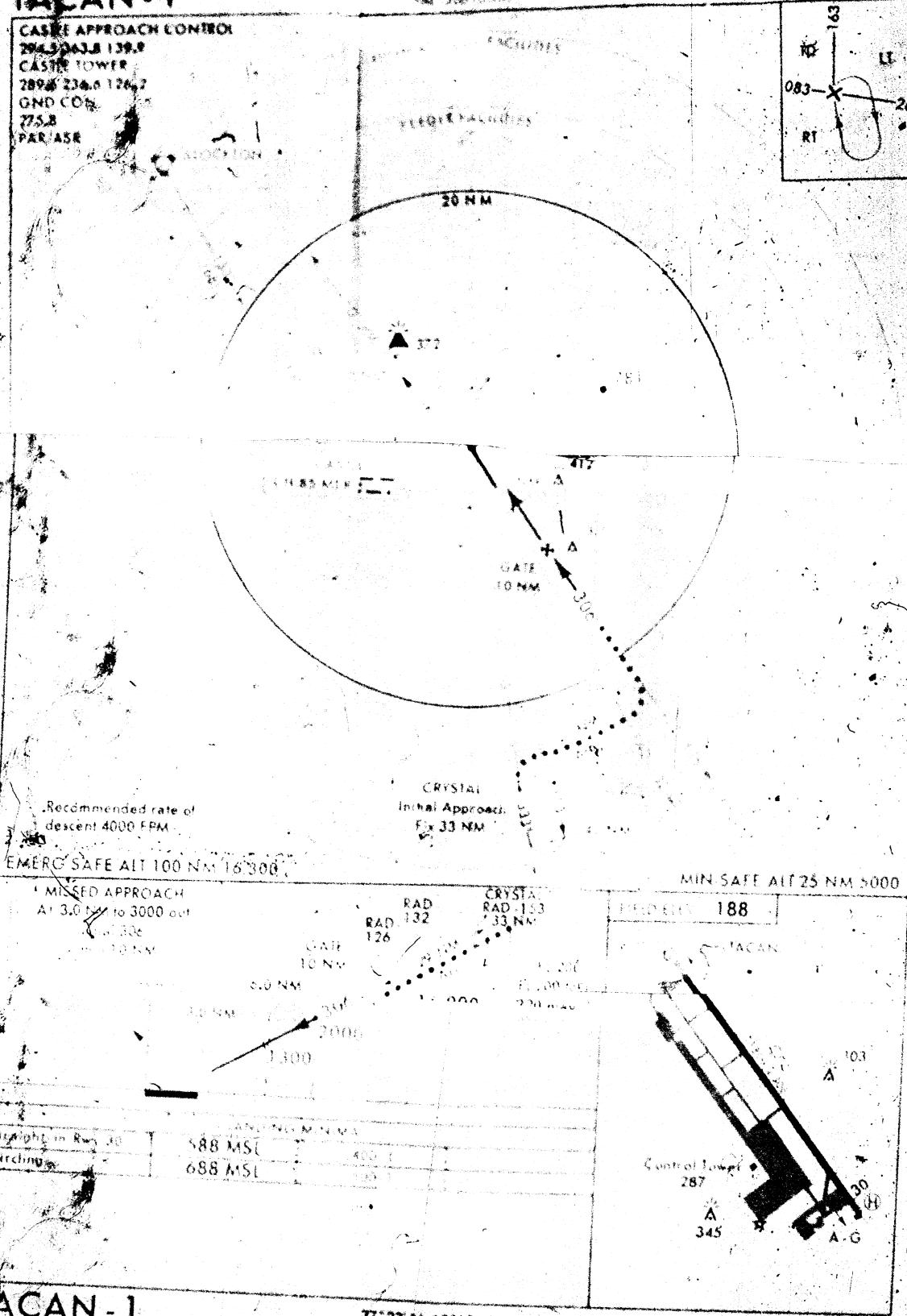
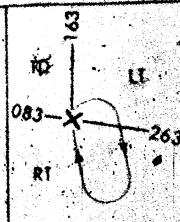
25

EWA OAHU, HAWAII
BARBERS POINT NASBARBERS POINT

TACAN - 1

CASTLE APPROACH CONTROL
284.5 243.8 139.9
CASTLE TOWER
289.6 236.6 126.7
GND CO. 275.8
PAR ASR

CASTLE AFB
MERCED, CALIFORNIA



MIDWAY

GV78E



POS 29
JOHNSTON
JDN 53

20.

170°

JOHNSTON

JOHNSTON

HOW-GOES-IT

TIME 0400/11/69
OTG 1142nm
FUEL 57,500lb
ALT 72,600
TH 266°
MH 257°

START C.C.

TIME 0400/11/69
OTG 1142nm
FUEL 57,500lb
ALT 70,600
TH 269°
MH 257°

1342NM
JOHNSTON
130 NM DTG

SED
TO HICKAM WITH
23000Lbs RES.
TO JOHNSTON WITH
32000Lbs RES.
1542NM DTG

TH 271°
MH 260°

TO POS 09-07
19-18.5
166-36.5
DTG 1332nm
ETA 4:18
ETE 1:16

SPL OFF

POS 09

END AR
TIME 0402/11/69

FUEL TO CONT
60,000lb
130 100

MVM MVH

MIDWAY

GV78E



POS 29
JOHNSTON
JDN 53

20.

170°

JOHNSTON

JOHNSTON

HOW-GOES-IT

TIME 0400/11/69
OTG 1142nm
FUEL 77,500lb
ALT 72,600
TH 266°
MH 257°

START C.C.

TIME 0400/11/69
OTG 1142nm
FUEL 77,500lb
ALT 70,600
TH 269°
MH 257°

1342NM
JOHNSTON
130 NM DTG

SED
TO HICKAM WITH
23000Lbs RES.
TO JOHNSTON WITH
32000Lbs RES.
1542NM DTG

TH 271°
MH 260°

TO POS 09-07
19-18.5
166-36.5
DTG 1332nm
ETA 4:18
ETE 1:16

SPL OFF

POS 09

END AR
TIME 0402/11/69

FUEL TO CONT
60,000lb
N 130 100

MVM MVH



LET DOWN PLATES FOR THE
FOLLOWING EMERGENCY
AIRFIELDS WILL APPEAR
AT THE END OF THIS FILM
STRIP.

1. JOHNSTON
2. MIDWAY
3. WAKE
4. ENIWETOK
5. IWO JIMA
6. ANDERSON AFB
7. KADIENA
8. NAHA
9. TAO YUAN
10. CHING-CHUAN KANG

HOW-GOES-IT

TIME 0401/159

DTG 0401/159

FUEL 21914.7

ALT 16.5

TH 222

MH 255

SED

TO MIDWAY WITH

7800LBS RES.

TO WAKE WITH

7000LBS RES.

640NM DTG,

HOW-GOES-IT

FUEL 21912.1

ALT 14.6

TH 264

MH 258

POB 30

MIDWAY

WQH 93

NW 399

SED

TO JOHNSTON WITH

17700LBS RES.

TO MIDWAY WITH

18500LBS RES.

1050NM DTG

DUCK BUTT

TANGO ALPHA

20-00N 170-

DTG 982NM

UNL

TH 286
MH 222

ENIWETOK

TO POS 12
25-59N
127-46E
DR 1979 NM
ETA 6402
ETE 1018

GV
8.0W

FUEL TO CONT
2000
DTG 1112 79

N

ENIWETOK ATOLL
11-2IN
462-20E
RBN GY 345
540 NM

AFR 1490KC ACC

POS 31
BAKE
MK 55
AM

POS 11
END AR
TIME 14441142

FUEL DECS PT
ACFT FUEL
B.400 #
DTG 152 NM

POS (10) 67
ARCP
TIME 14441143
FUEL 14.9 10.6

CHECK AR BDN ON
START DESIEN
TIME 14441142
DTG 152 NM
FUEL 14.9 10.6

ARG 3
TIME 22052 (4+3)
CALPAIN 1510 12
P.SCH 516
ROPE 16117110

FIX

POS 11 67

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LET DOWN PLATES FOR THE
FOLLOWING EMERGENCY
AIRFIELDS WILL APPEAR
AT THE END OF THIS FILM
STRIP.

1. JOHNSTON
2. MIDWAY
3. WAKE
4. ENIWETOK
5. IWO JIMA
6. ANDERSON AT&T
7. KADENA
8. NANA
9. TAO YUAN
10. CHING-CHUAN KANG

EMERG. TKR.
DTG 742NM TO POS 12



POS 22
ANDERSON
UAM 54

10. 172
100000

HOW GOES-IT
TIME 540149Z
DTG 457AM
FUEL 27.912.5
ALT 80.3
TH 276°
NH 277°

DTG 500NM
BREAK ARC 50
IWO EMERG. TKR.

SED
TO KADENA WITH
7500LBS RES.
TO IWO WITH
14500LBS RES.
560NM DTG

140°

INS CK
742NM - POS 12
IWO 35

100 33
IWO 31
140 33
02 160

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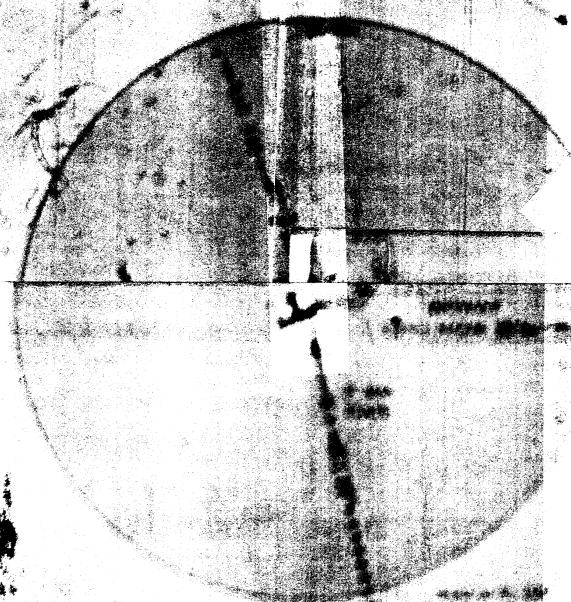
HOW-GOES-IT
TIME 540149Z
DTG 457AM
FUEL 27.912.2
ALT 78.6
TH 278°
NH 277°

SED
TO ANDERSON WITH
7500 LBS RES
TO IWO TKR WITH
14500 LBS RES
DTG 500NM

TACAN-2

60.
6. 17000

MIDWAY IS (SAND 1 PLD)
LANDS MIDWAY ISLANDS



11000 TAC

TACAN-2

MIDWAY

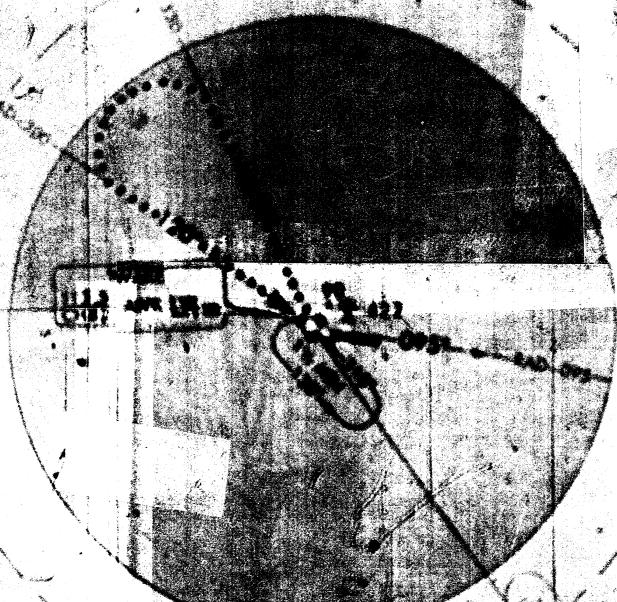
MIDWAY IS (SAND 1 PLD)

VORTAC

WAKE APP CON
308.3 118.7
WAKE TOWER
237.8 718.1
GND CON
348.6 117.4

270

WAKE ISLAND APRT
WAKE ISLAND



TA 18,000

EMERG SAFE ALT 100 NM 1500

Left turn remain

VC

MINI SAFE ALT 25 NM 1500

WAKE VORTAC
130 13 NM

VORTAC

WAKE ISLAND
WAKE ISLAND APRT

FRANK MOON
IS A FINK

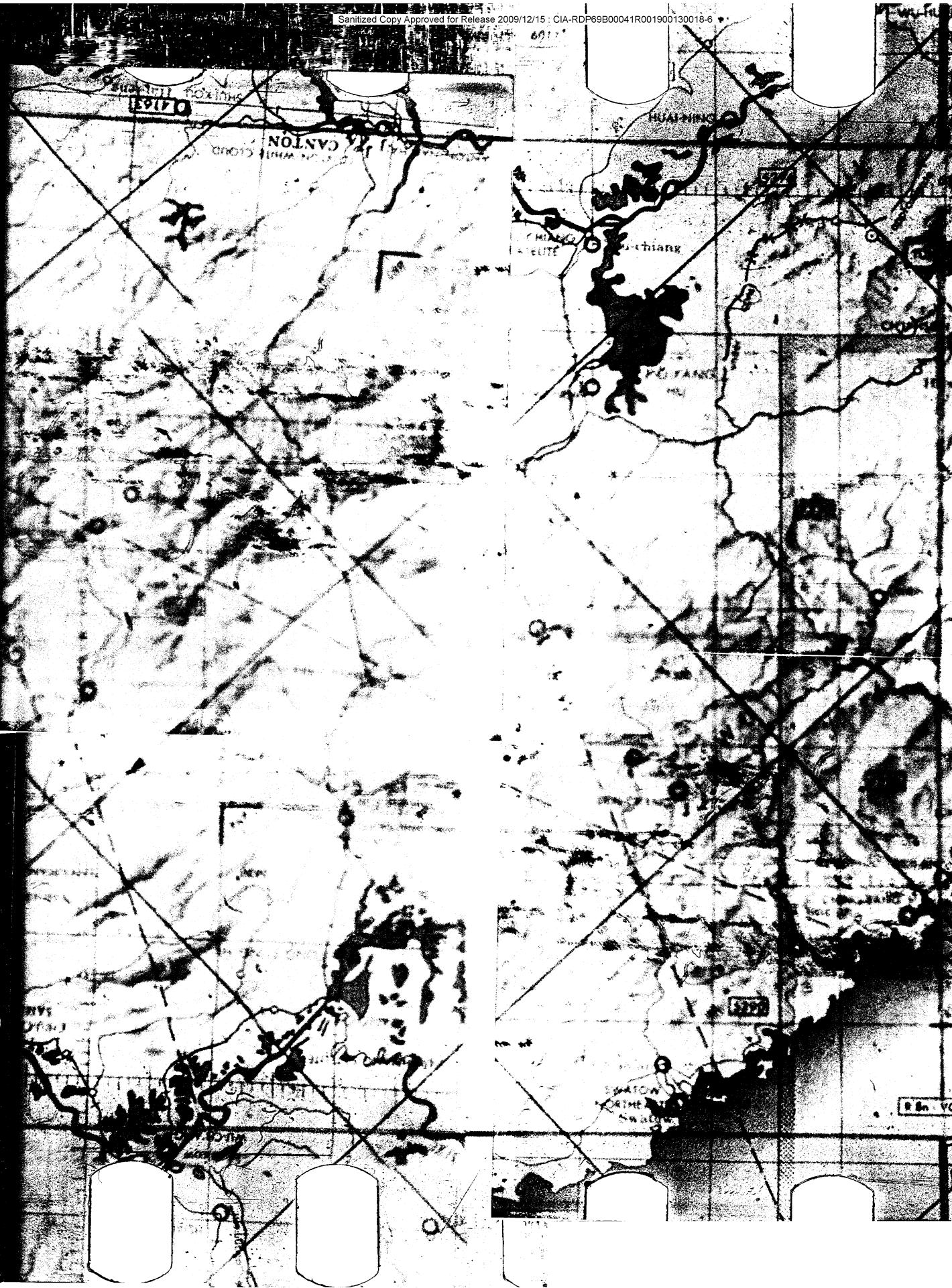
POS 34
CHUAN KANG
HG 18

TAIWAN
JAPAN

UNITED STATES

TIME
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ID 335

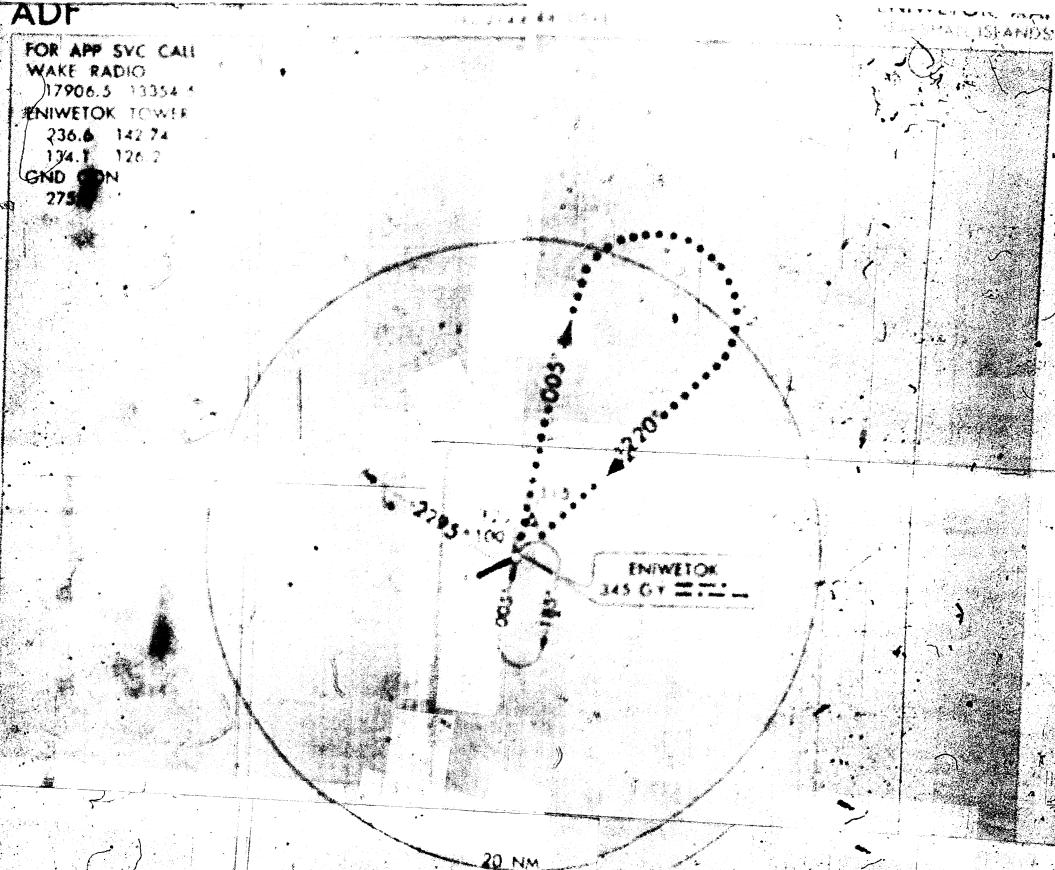
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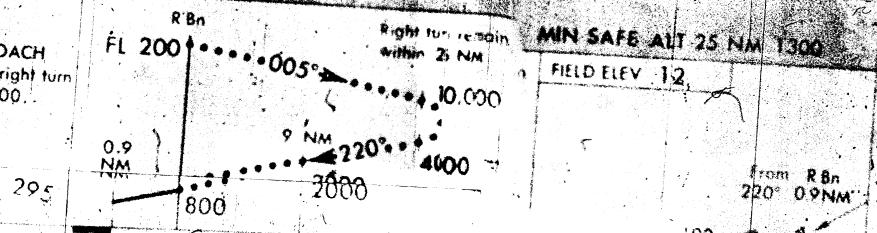
FOR APP SVC CALL
WAKE RADIO
17906.5 13354
ENIWETOK TOWER
236.6 142.74
134.1 126.2
GND 275
275



TA 18,000

EMERG SAFE ALT 100 NM 1300

MISSSED APPROACH
0.9 NM after (R Bn right) turn
climb on 295° to 1500.



Straight in
Cycling

LANDING MINIMA
NOT AUTHORIZED

500 MSL 500.1 500.2

CAUTION: Prior permission from Headquarters Air Force Western Test Range (WTZ) Vandenberg AFB, Calif. 93437 required for entry into Eniwetok Closed

R Bn to Missed Approach 0.9 NM Area				
Knots	120	140	160	180
Min. Sec	0.27	0.23	0.20	0.18
	00			

11°21'N-162°20'E

14

ADF

ENIWETOK ATOLL, MARSHALL ISLANDS
ENIWETOK AFB

ENIWETOK

~~TACAN~~ 111100N

TACAN VENTURE FLIGHTS FROM
THESE AIRFIELDS FOLLOW IN
THE ORDER LISTED

1. JOHNSTON ISLAND
2. MIDWAY ISLAND
3. WAKE ISLAND
4. EMMETOK
5. IWO JIMA
6. ANDERSEN AFB
7. KABEKA AFB
8. NAKA AFB
9. TAO YUAN AB
10. CHING CHU AB

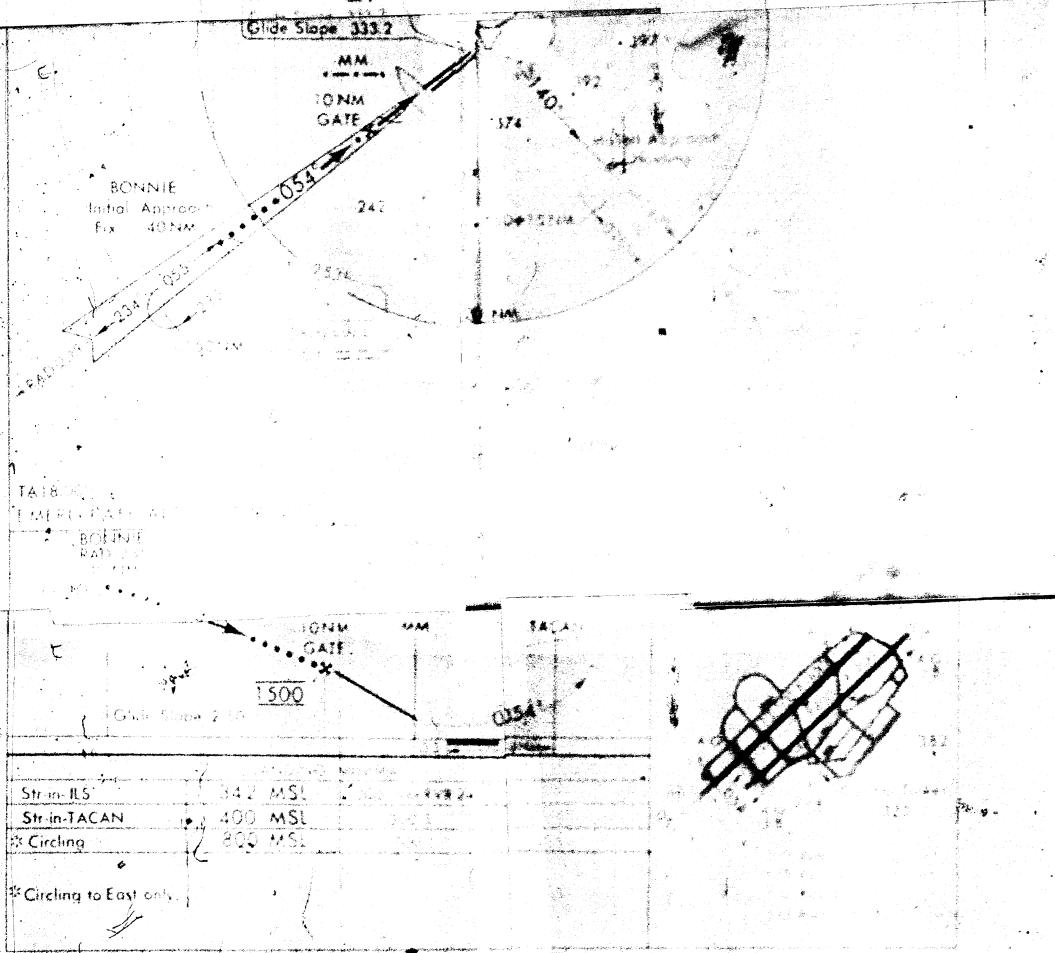
11. KANG AB

TACAN/ILS-RWY 05-1

OKINAWA APP. CON
255.4 125.9 126.1
KADENA TOWER
315.8 236.6 126.2
GND CON
275.8
PAR ASR

100

CADENA AB



TACAN/ILS-RWY 05-1

卷之三

KADENA

TACAN/ILS-RWY 36-2

NAHA AB

OKINAWA APP CON

255.4 135.9

NAHA TOWER

308.6 236.6

126.2 116.1

GND CON

284.6

PAR/ASR

OK/W 530

LOCALIZER
1103 1174 1174
1103 1174 1174

MIYAKO JIMA

TA 18,000
EMERG SAFE ALT 100 NM 2700

MISSSED APPROACH

1.7 NM prior to TACAN 134 on RAD 270 to 2000 and then

MONA RAD 134

10 NM

on RAD 270 to 2000 and then

FL 200

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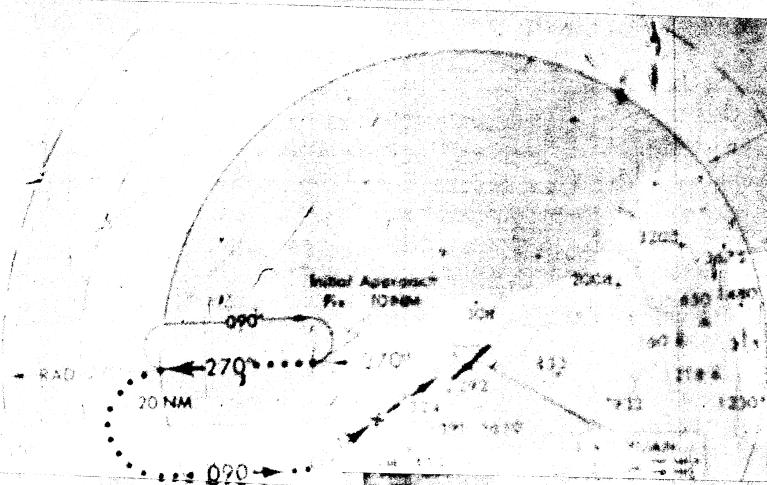
1000

TACAN

TAI PEI APP CON.
363 B 119 7
GM TOWER
236 6 126 16
GND CON
275 8
PAR ASR

202

TAO-YUAN A/D
TAIWAN REP OF CHINA



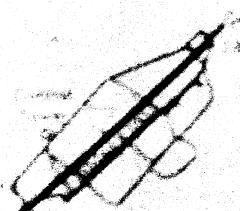
TA 24 000
EMERG SAFE ALT 100 NM 3000

Left turn remain
within 10 NM

12 000

3000

Starting
Landing
② Circling to North west only

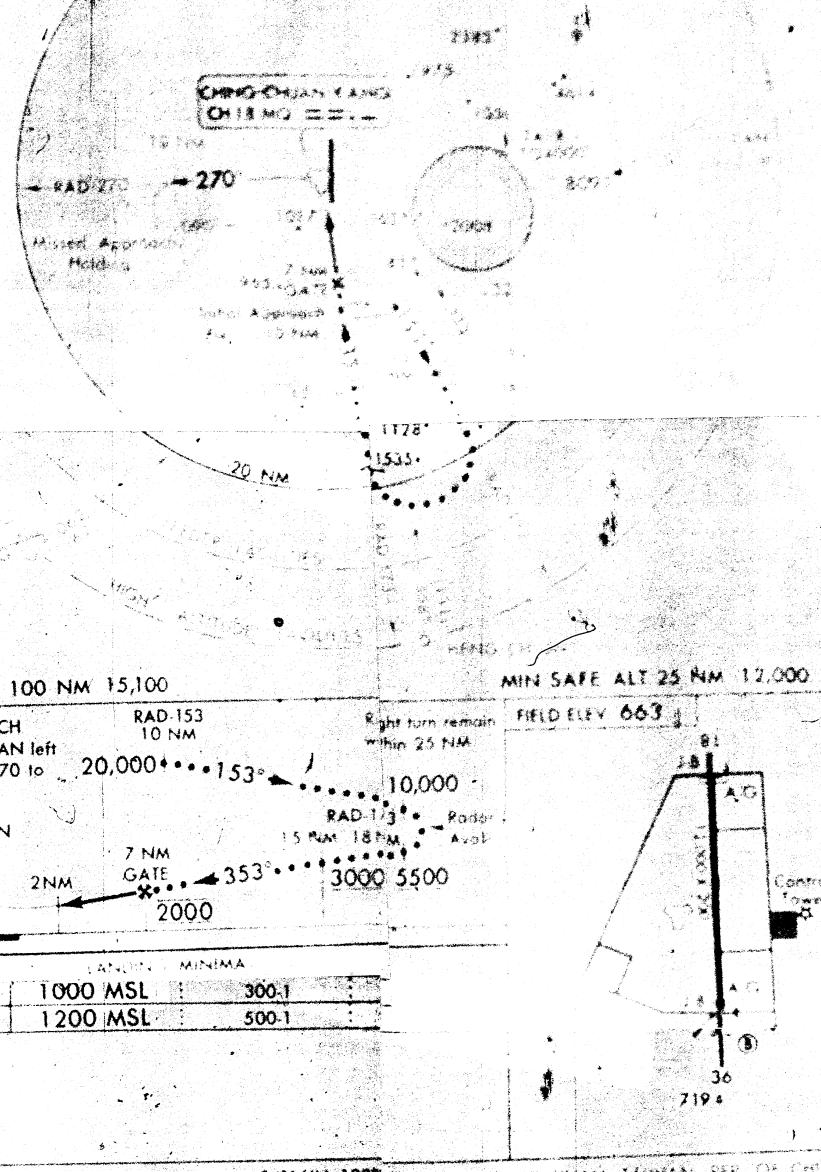


TACAN

TAO-YUAN A/D

TAO YUAN

MQ TOWER
236.6 126.18 339.0
GND CON
275.8
PAR/ASR

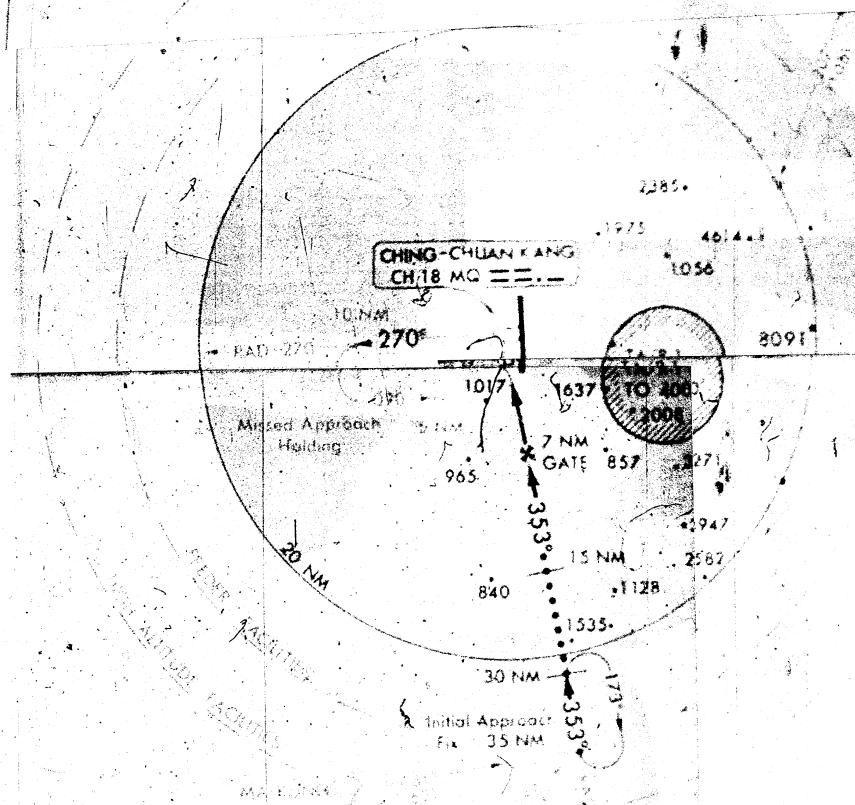


CHING CHUAN KANG

TACAN-2

MQ TOWER
236.6 126.18 339.0
GND CON
275.8
PAR/ASR

JAL 2842 (USA)

CHING-CHUAN KANG AB
TAIWAN TAIPEI 800 OF CHINA

TA 24,000
EMERG SAFE ALT 100 NM 15,100

MISSED APPROACH
2.0 NM prior to TACAN left turn
climb on RAD-270 to 2000 and hold

RAD 173
35 NM
20,000

LANDING MINIMA		
Straight-in	1000 MSL	300 ft
Circling	1200 MSL	500 ft

TACAN-2

2416N-12037E

43

CHING-CHUAN KANG AB

CHING CHUAN KANG